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**Our Work in Santo Domingo.**  
The agreement under which the United States Government has taken temporary control of the affairs of the Dominican Republic was entered into in 1905. When this country undertook the task of adjusting the controversies arising from the foreign debts of the smaller State and for that purpose assumed management of its finances, inquiry showed that certain claims against the Santo Domingo treasury, amounting to \$20,000,000, were unjustified, and it was proved that under honest administration the revenues, practically all of which come from the customs, were sufficient to meet the interest on and provide for the amortization of all legitimate claims. In 1908 a new Constitution was adopted, under which CACERES was elected President. He was assassinated three years later, and since then the country has been almost continuously in a state of unrest, which has produced frequent uprisings, in a number of cases reaching the dignity of revolution.

Meanwhile the American administration of finances has proceeded, the surplus remaining after the debt service was attempted to being turned over to the native civil authorities for the maintenance of their domestic political establishment. American prestige suffered from the unsatisfactory diplomatic representative sent to the country while BRYAN was Secretary of State and the disclosure of BRYAN's plan to use the offices filled by Americans as rewards for his party supporters in this country. The plan of Secretary BRYAN differed only in degree from the practices of the Santo Domingo politicians; its discovery unquestionably impaired seriously the authority and repute of the Government of the United States.

The efforts of the American navy to project an honest and stable native administration have required the use of war vessels and marines. At various times since April, 1915, there have been engagements between the naval forces of the United States and disturbers in the republic, from which a considerable casualty list has resulted. On several occasions there have been evidences encouraging hope of a return of effective government, but in no case has this been justified by the event. Finally the United States, conforming to the terms of its agreement with Santo Domingo, has been obliged to intervene in the management of internal affairs, for the purpose of putting the republic on its feet.

The course to be pursued will undoubtedly be modeled on that which was followed in Cuba. The beneficent effects of our disinterested labors in that once troubled island are increasingly apparent. What has been accomplished there can be done in Santo Domingo, and when good government is attained the people of the country will be in a position to develop its great natural resources in peace.

**Colonel Bryan's War and Confession.**  
On Thanksgiving Day W. J. BRYAN closed an entirely characteristic outpouring of his mind upon a Young Men's Christian Association audience with this boast, ridiculous from him: "I am proud of being a journalist." Having thus adopted a "profession," Mr. BRYAN, obeying the law of his nature, proceeded at once to abuse it.

"But," he said, "I am not proud of all the members of my profession." It is the "lingo editors" that spoil the "profession" for BRYAN: "I think it would be a wise thing if, in the event of war, they could be made to get into the front line, to give them a full opportunity to enjoy themselves."

The swashbuckler of peace regards exposure to bullets that might destroy the power of speech as the most evil fate that can befall man. His horror of war, by this clear implication, rests upon physical fear, upon dread of the man's work in the trenches, which to the multitudes is the smallest, most negligible item in the count of war's penalties. The covert accusation is an appalling but not at all surprising confession.

Yet in 1808, in his full regiments, Colonel BRYAN faced the camera without a tremor.

**The Indeterminate Sentence.**  
There will be an immediate appeal from the decision of Judge DELANEY of the Court of General Sessions that the section of the parole law permitting indeterminate sentences is unconstitutional. The sentence should be carried as high as possible for authoritative settlement. The indeterminate sentence is one of the instrumentalities of the new penology. It is based on the idea that a person of vicious character should be detained until there is some evidence of betterment. The idea of prison as a punishment is almost discarded. Jail becomes a place for improving wrongdoers, or trying to improve them.

Completely apart from the question of the constitutionality of this particular statute, it may be gravely questioned whether such a law, resting on such a concept, is just. If a prison sentence is not to figure as a punishment, what punishment is there to be for crime? And if the punitive character of prisons is still to be a part of the scheme of things, how about the right of every man to know that a certain offense will entail a certain precise and definite penalty?

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**The Railroads and State Rights.**  
The most important right secured to the States which are members of these United States is the right to do business without let or hindrance by neighboring States. A great price was paid for this freedom: to get the control of interstate traffic absolutely in the hands of the Federal Government the North consented, in 1787, to the continuation of slavery in the South. Had the Northern colonies been willing to restrict the Federal power over the nation's commerce there might never have been a civil war in this country. But there would have been warring principalities instead of a republic.

The fathers could not foresee a day when railroads, wholly native in their nature, would be hampered and harassed at every turn by the anomalies of State regulation. Could they have foreseen such a situation they would have guarded against it. Congress is to be asked to federalize the railroads, just as the Constitution makers federalized the waterways which carried the commerce of their day. The country is to be asked to say that a railroad with lines in half a dozen States, carrying the citizens and merchandise of every State and owned by investors in every State, shall be treated as the purely national utility that it is. Federalization of the railroads will secure to the people of every State that right to do business on terms of equality with their neighbors which is expressly guaranteed to them by the fundamental law of the republic; it will be making the letter of the law conform to the spirit of the Constitution.

**Celestial Politics.**  
An astronomer is reported to have said that the work of discovering comets is left to amateurs because it is not important enough for professional sky-scapers. What is a comet more or less beside a complete catalogue of a star group, or a spectroscopic measurement showing that any existing inhabitants of Venus cannot apply the eight hour day?

Comets get their name from the Greek word for hair, and the ancients thought of them as bearded stars—the polus of the celestial firming line. There are plenty of them, and every amateur has a fair chance to be the discoverer of one. It is no inconsiderable pledge of immortality to be successful in the quest. The complacency of JOHN SPENCER LEWIS, say, is but natural when he reflects that the name of SPENCER LEWIS for endless years is hurled through the heavens, attached to a specimen of fireworks likely to excite admiration and terror in the breasts of all beholders.

When ARISTOTEL was a lad a comet appeared so brilliant that it shadowed the earth like the moon. Promptly an earthquake and the wine dark sea engulfed two Achaean towns. "A comet," says the text book, "marked the death of the great JESSE: a comet illuminated the cradle of NAPOLEON." The professionals know this, yet they cannot be interested in looking for comets, although they will consent to calculate the orbit after you have found one. Their attitude is that of the man who sees no portents, and to those of us who see portents on every hand the professional astronomers are like the professional moonshiners in every line of endeavor. You rush in, glowing, and cry your wonderful discovery, and the professional says, "Ah, yes, but your technique was really very bad, you know."

**A Twenty-five Mill Coin.**  
A suggestion made by the Director of the Mint that a two and one-half cent piece be added to the coinage of the United States will no doubt be applauded by many. Too long have we writhed under the tyranny of the two for a nickel trust. For years men have been eating two crumlers when they wished only one but could not obtain it singly because of our deficient coin system. If all the money was in the purchase of two for five cigars by persons who lighted Cigar No. 1 but not Cigar No. 2 were placed end to end it would reach from one point to another and half way back.

With all the queer coins our mints have turned out, we find ourselves with no piece between the cent and the nickel. Half cents were wiped out in 1857. The two cent piece, the silver three cent piece and the half dime went to the block as part of the crime of '73. The three cent piece of nickel was abolished in 1890. The nickel, most important of coins to the people, has been with us since the death of the half dime. That half dime, functionally, was fathered by the Father of his Country, a wise man who saw the need of the fifty. A half dime

he called it in his address to Congress in 1792. What harvest might not a two and one-half cent piece bring to the slot machines? For a penny they yield nothing but gum or your weight. They offer much for a five cent piece, but who does not hesitate before dropping a precious nickel into the maw of the unknown? It would be different with a two and one-half cent piece. Even a Scotchman might fall.

The suggested coin would come into tipping. Many feel that the proper fee for cloak room service to a party of six is about two and one-half cents. A nickel and one of the proposed coins would make up the ten per cent, gratuity to the waiter who serves a 75 cent luncheon. Would a barber scorn one of the two and one-half cent pieces after shaving?

Collars used to be two for a quarter. They are 15 cents now, but the pendulum of cost may swing back and the conservative man, armed with a dime and a what-it-should buy his Cusumene 15% or his Chokeme 15% in singles. Some brands of cigarettes are two for a quarter or 13 cents straight; consider the economy in sight. In those places where drinks are two for two bits the careful man could get his money's worth without dragging a friend to the bar.

The subway and elevated ticket agents may protest. They glow with horror at sight of five pennies, for it is their theory that most of human effort should be employed in having a nickel ready. It is all right for the Director of the Mint to talk about the economic importance of the two and one-half cent coin, but what would we call it?

**A Significant Gift.**  
A Philadelphia broker, who spends much time at a noted New York hotel, made a Thanksgiving gift of \$250 to the telephone girls of his favorite caravansary, to testify to his gratitude for the prompt and efficient service they had rendered to him in his activities as a victim of the hello habit.

That the generous Philadelphian intended by this gift to cast any reflection upon the telephone service of his home city is not probable. But whether he did or did not, the inclination to which he so nobly succumbed is a timely lesson to many impatient New Yorkers who hold the alert, hard working, patient and long suffering hello girls responsible at the phone for their own shortcomings. The hurried and tired business man, frequently lacking in imagination, finds it difficult to put himself in the overstrained operator's place, to make allowances in her favor for the delays and annoyances that try his temper to the breaking point. He might be more patient, more just, more self-restrained if he had had at some unhappy time in his life the trying experience of running a switchboard himself.

We congratulate the above mentioned Philadelphian, not merely upon the benevolence of his makeup, but upon his possession of a keen sense of justice. His Thanksgiving present to his hello girls may, through the publicity it has attained, exert an enlightening and softening effect upon countless telephone users who are in the habit of cursing "central" when the fault of which they complain lies with themselves.

**Justice to the Egg.**  
The gentle art of selling foodstuffs for what they are not flourishes particularly in the egg trade. Eminent representatives of the cold storage millions appear in handsome carriages bearing the label "fresh laid" wherever the housewife fares in her marketing. How can the purchaser learn the truth before irrevocable operation on the shells has been completed? Storage eggs are not of necessity bad eggs. Many of them are eminently worthy. But they become parties to an expensive and indefensible fraud when, having attained an age at which under primitive conditions an egg has reached pulchritude, they appear as inexperienced products of the barnyard. Under such circumstances they deceive not only the youthful bride and mature matron, but even the graduates of schools of domestic science.

Therefore, Commissioner DILLON's order that all cold storage eggs shall wear a label disclosing their antecedents is a good one. It is open to criticism only on account of its youth. It should be as venerable as the most aged of cold storage eggs.

If the greatest of all wars ends in a draw it will not long hold its place as the greatest of all wars. What will happen when the hens take up egg control?

As the sole and only object of sending General DUBOIS's expedition into Mexico was to capture or kill PASCUAL VILLA it is the obvious duty of the War Department to inform the General that VILLA's present address is Chihuahua.

What does the civilized world think of bandits who, after taking ransom from their prisoners, fail to fulfill their part of the bargain?

where a Mary Goode may reform without being sneered at. If SEABURY is elected, then it is all peach-cream and roses. Now if the wicked Mr. McNARY had said it—but it was the pious Mr. OSBORNE.

The Krupp Company has declared a dividend of 12 per cent. It is understood that its products have been in wide circulation among European peoples for more than two years.

If DR. CACERES's soldiers in the field were as capable as his negotiators in the United States there would be no Mexican problem.

The more that Chicago diet squad gains in weight, the more the importance of the experiment loses it. For regarding the low cost of growing too fat is of no value.

That Señor ACUNA, who has been recently in charge of First Chief CACERES's affairs, both internal and foreign, should resign is not astonishing. As Mexican Minister of the Interior he had chaos on his hands, and as Foreign Minister several world powers on his back.

The King of Greece is convinced that neutrality is not a mental but a tormental state.

It is incredible that Kultur includes efficiency in white slavery.

**THE REAL RIGHT CAR.**  
The advertising man complained of not for his own sake, but for the sake of his fellow man. He seemed slightly feverish and kept muttering to himself: "The car that is different. The car that's different. The car of people of the better sort. A car for the better sort."

His wife, aware that he was not really delighted but only in the throes of composition, ventured to interrupt. "You might get a phrase from Henry James. The better sort is rather trite now. Why not use James's 'the real, right people'?"

"The car of the real, right people? No, that won't do. The real, right car," he ejaculated the advertising man. "It will be as effective as that phrase 'The Significant Carriage.' When I put that out the sales jumped 100,000 a week."

He calmed down and played a Camaruso record. That night his wife had a dream. With her husband she was motoring in the country near from New York. It was a region of expensive cottages, set in smooth green lawns with borders of privet. Suddenly a bend in the road disclosed a handsome Colonial house. A gravelled drive curved past the door. Before the imposing entrance to the house stood a seven passenger touring car. The chauffeur was at the wheel. Two beautiful women were seated in the rear. A youth, with one foot on the running board, was saying something to one of the fair passengers, who was bending slightly toward him and smiling. Everything was familiar. Suddenly the young man removed his foot from the running board.

The wife of the advertising man gave a dismayed cry. As she awoke her husband asked her what was the matter.

"I just dreamed the loveliest picture for your automobile advertisement," she told him. "And now that I'm awake it has gone completely."

**LET EVERY MAN SERVE.**  
The inefficiency of State Militia Days from Washington's Day.

TO THE EDITOR OF THE SUN:—Sir, I hope you will publish this letter, as it may have some effect in changing the minds of those opposed to universal military service.

If President Wilson exerts himself to bring universal military service to this country, as I understand he intends to do, my hat comes off to him for the first time.

**JUDGE HOOK'S DECISION.**  
A Defence of His Action in the Adamson Law Test Case.

TO THE EDITOR OF THE SUN:—Sir, I cannot see in what way Judge Hook can be properly criticised or condemned for failing to give his reasons for his decision in the so-called Adamson eight hour law.

It is an understood fact that Judge Hook did not sufficiently consider the question as to the constitutionality or unconstitutionality of that act because he was of the opinion that his decision, as well as that of the other, would make very much difference, and that the parties involved wanted, and only wanted, the decision of the highest court in the land, to wit, the Supreme Court of the United States. Besides, if Judge Hook was to render a decision upon the merits, as he would be, at length the issues involved, which would naturally take time, and it is of the greatest importance that the question be finally determined by the Supreme Court of the United States before January 1, 1917, when the act goes into effect.

I believe further that in every case where the constitutionality of an act is called in question, it should be considered and decided by the highest court in the land or the highest court in the State.

From all the facts and circumstances of the case, I cannot see in any way why Judge Hook should be brought in the public press as one who has failed in the performance of a duty.

**YALE'S CELEBRATION.**  
A Jaundiced View of the Blue Football Triumph.

TO THE EDITOR OF THE SUN:—Sir, How utterly uninteresting are the conclusions broadcast by accredited critic and free lance laymen alike, touching this year's Yale-Harvard football game!

Yale is voted the grand victor, while Harvard is voted the loser. But Yale did not win this game. It was a gift by an official, or, if you like, by an irrelevant Harvard tutor. If ever there was an unearned victory this was it. It is true that Yale gained more distance than Harvard, but that superior yardage would have been—nay, was nullified by the martinet eye of Dave Fultz and by that alone. For had not Casey's run for a touchdown been disallowed, Harvard would have won, then, on actual plays, and that is the real question, is it not?

Yale is not so much looking a gift horse in the mouth as affirming to be genuine a set of false teeth. This kind of victory is a sorry thing. Does the tennis player who has been passed by a clean service cheer when the referee calls it a foot fault?

But the most irrational point about this technical tragedy is the effect it will have on all American readers. If, as the editor of the "Harvard Crimson" writes, the rules had no bearing on Casey's run, occurred in another part of the line, was not inapplicable to the run but negligible in spirit if not in letter of the rules. Thus that brilliant play did exist, and the executives disallowed it because we can't find it in the books? SIMON P. BRASON, SWARTHMORE, PA., November 29.

**IS ESPERANTO A TOOL?**  
Suspicion Among the Allies That It Is Promoting Pan-Germanism.

TO THE EDITOR OF THE SUN:—Sir, You published recently a letter speaking of the progress of Esperanto since the war. It is very good to hear of it, but I am not sure that it is a tool for peace, as you say. It is a tool for war, as you say. It is a tool for peace, as you say. It is a tool for war, as you say.

In the second place, this is what the French say of it. Apparently they are right—ever since the Germans understood that they were not going to win the war and that they could not impose German as a world language, they have favored Esperanto as much as they could to offset the plans of the Allies, who were preparing to make it the language of the world.

Any attempt at mobilization last June would have been a failure. I agree with you when you say that the militia system is obsolete and impractical. The words of George Washington, written in a circular letter to the States from Philadelphia, dated January 31, 1776, apply to the present conditions.

Without waiting for miracles, as we wrought in our favor, it is our indispensible duty, with the deepest gratitude to Heaven for the past and humble confidence in its smiles for our future operations, to make use of all the means in our power for our defence and security.

**Made in the Old North State.**  
From the Wilmington Star.

**THE DEUTSCHLAND.**  
German Processes Make Crowning Her Commander of Doubtful Wisdom.

TO THE EDITOR OF THE SUN:—Sir, By all means let Captain Koenig and his underwater boat Deutschland have the credit they are entitled to, the credit due to a competent navigator and a ship worthy of him. But let us not encourage the obvious German scheme for moral and intellectual aggrandizement which is now spread out before us.

One of the familiar and official means adopted in Germany for the aggrandizement of her children at the expense of the every field of endeavor, of credit for pioneer work by men of other nations. Thus Pasteur, founder of the science of bacteriology, is ignored in Germany, and the fame justly due him is awarded to Koch; the Cooper Hewitt mercury vapor lamp is an American device, and yet it is not so throughout the whole catalogue of achievement.

So with the submarine. Germans neither invented nor developed it. Men of other nations proved its possibilities, sailed it on long voyages. Under the aegis of necessity, Germany has been put it to rest, and is now systematically and skillfully seeking to utilize their distinctly imitative successes, not for the benefit of foreign peoples primarily, but as another instrument in their careful, well ordered and highly intelligent propaganda.

Under the circumstances, Mr. Swan took the sensible step of not being entitled, if not to "haggle," as "G. W." scornfully terms examination of the claims of the Deutschland memorial committee, at least to inquire into the facts. So far as "G. W." "square sportsman" is concerned, what chance does a square sportsman have against a square sportsman?

**DR. SYNTAX EXPLAINS.**  
"Between You and I" and the Bard Grammar is a Weird Thing.

TO THE EDITOR OF THE SUN:—Sir, I "thank you very kindly" for your invitation to explain why the goggle eyed monsters get off "between you and I" and substitute "kindly" for "please."

"I would not, quies quies arbitrium est et est regum, et non est servorum," is the deciding authority, both the rule and the standard of speech. Between yourselves and me, the grammarians are largely to blame. If they had not made so many rules, the rules that they might have made would probably have been more easily applicable to the facts of the case. The prepositions govern the objective case, which will very recently these gentlemen have universally adopted as their sole rule for both terms, the governing and the governed, is somewhat exceptional, being but partially and lamely applicable to the facts of the case. Neither explains the connecting nature of the preposition nor applies to all objectives, nor embraces all the terms which a preposition may govern. So why do the purists rave and the practical men imagine vain things?

"Between you and I" is the objective case, used by a verb or preposition, especially when separated from the governing word by other words. This practice was quite common at the end of the sixteenth century and during the seventeenth, and the present usage is merely a relic of that time. It is not to be used by the grammarians. These busybodies have always striven to confine the language within the narrow limits of their rules. They have mistaken their function, which is to follow rather than to precede. They are the servants of the people rather than their masters. If it be true that in questions of disputed propriety of usage it is the voice of the people that must decide the accuracy or inaccuracy of a term or phrase, if there be any one who holds that a particular word or construction used by masters of the language is wrong, it should be avoided, he cannot be met on common ground. In fact, it will be best to avoid all controversy with him.

In the year 1756, while Sir Walter Raleigh and Lord Howard of Effingham were invading Spain, William Shakespeare wrote his "The Merchant of Venice." This merchant of Venice, Antonio, had a friend named Bassanio, to whom he wrote as follows: "Sweet Bassanio, my ships have all miscarried, my creditors grow cruel, my estate is very low, my bond to the Jew is forfeit, and since, in paying it, it is impossible I should live, all debts are cleared between you and I, if I might but see you at my death." (Act III, scene 4, line 214.) A few years later, when Shakespeare wrote "As You Like It," he made use of the following sentence: "My father hath no child but me." (Act I, scene 2, line 18.) Ben Jonson fathered the following in "Every Man in His Humor": "Brave-worms have been with my cousin Edward and I all this day." (Act V, scene 2.) And a century later Sir John Vanbrugh penned "Between you and I," it must be light upon Heartsease and I. "The Provoked Wife," (Act V, scene 2.)

That the phrase "between you and I" has survived is evidenced by the fact that it is still heard in the English provinces. "Between you and the gate post" is a common expression in Oxfordshire, and "between you and I and the bed post" a common East Anglianism. In the use of English the correctness of a form or of a construction is not impaired by the fact that nothing analogous to it exists in the language of any more than the correctness of a word is to be challenged because there is no other in the language resembling it in sound or spelling.

Now as to "kindly," will you kindly excuse me, and extend to Miss Mary H. Tetton (as she is by any chance) my best wishes for her success in the privilege of explaining why polite society prefers this word to "please." I can only conclude that in polite circles "please" is taboo, for I never hear it anywhere.

**TO-MORROW'S WORK.**  
The League to Enforce Peace that is not a "stop the war" movement reminds me of a civic association to which I once belonged.

In the summer time its members discussed the removal of snow and in the winter the making of obelisks. The Arkansas Traveller was a kindred spirit to both of these organizations.

**THE TRUE COLUMBIAN.**  
Columbus was about to crack the egg and "Hold!" cried an affrighted courier. "Remember they are 88 cents a dozen!" So he said the jewels the queen had given him, started a cold storage plant and discovered America with the profits.

**A FERRYBOAT WITH A CIVIL WAR CHAPTER IN ITS HISTORY.**  
Reminiscences by the First Paymaster of the Clinton, Once the Commadore Morris of the Navy.

An item in THE SUN last March told of a collision between the Clinton of the Union Ferry Company and another steamer and made note that the Clinton was formerly the Commadore Morris of the United States Navy.

As I was the first paymaster of the Morris I am interested in this and it occurs to me that, after fifty-four years, you may like to learn something of her war history. I was ordered to her at the New York Navy Yard on November 1, 1862. Her first list of officers was as follows: Lieutenant-Commander James H. Gillis, commanding; Assistant Surgeon, Philip B. Low of Chelsea, Mass.; acting ensign, Henry M. Pierce of Dover, N. H.; acting master's mates, Blanche C. Pendleton and Charles A. Blanche of Yarmouth, Me.; and William H. Otis of Chelsea, Mass.; acting assistant surgeon, Morris H. Henry of New York; acting assistant paymaster, Calvin G. Hutchinson of Roxbury, Mass.; engineers, Volney Cronk of New Brunswick, N. J.; Benjamin T. Hawes of New York; Henry J. Watkins of New York; Henry Harbison of Philadelphia.

The Morris left the New York Navy Yard on November 27, 1862, for Fortress Monroe, Va., arriving on November 29. The boat was fitted for naval work by planking up under her guards with what were called sponsons, making her look like a huge saucer sitting on the water.

Her waterways were reinforced by heavy timbers from a house, round each end and in these were fixed heavy eyebolts for securing the guns. She had no windlass nor capstan and her anchor was got up by the entire crew hitching watch tackles to the chain and tramping from end to end through the gangways. The house was comparatively low, not over eight or nine feet, and the cabins on the guards were bulkheaded off into small rooms for the officers, etc. The crew stung their hammocks to hooks fixed in the gangways and these were closed in by a pair of barn doors at each end of each gangway.

The crew of eighty or ninety men was divided into two watches of equal men, landmen, firemen, and coal heavers. The engine was horizontal, all below deck, and there was a steam drum extending above it next the funnel. There were two powder magazines, one under each end deck, and very small stowage for coal, and provisions. I could be cured under four months' supply of the latter. Her battery was heavy: one 100 pounder Parrott on a pivot forward, one nine inch Dahlgren on pivot astern, two 32 pounders in broadside at each end next the house, and two 12 pounder brass howitzers on land carriages on top of the house, making eight guns in all, though no catheads, for the weight of the pivot guns and the first thing we did was to get timber at the Norfolk yard and shore them up.

Her boats were a four oared gig for the captain and two eight oared whale-boat cutters hung on davits, and that reared under fore mast and aft, and her anchors were swung in by means of an extra heavy davit, requiring several men to handle it, which was stepped in a socket when to be used and otherwise lying under the waterway in every-day use when the pivot gun was in use. Her fore and aft masts were surrounded by plates of iron lined to the waterways with stanchions at intervals and a rail on top. All this hamper had to be dropped when in action. She was dangerous to come alongside of in the boats, as they were likely to catch under the masts and catheads. There was a ladder with a hatch on top and bottom on the starboard side and this had to be stowed on the longer passages.

The Commadore Morris was on picket duty in the James River until March, 1863, making trips to various points on her.

I lost sight of her after that and did not know she was "alive" until now. Her officers in 1864 were a different lot than in 1862, and so far as I know none of my then shipmates are now living. John R. Carmody, who was clerk on the Morris, was when last heard from, a retired paymaster of the navy, living in Washington. When I fitted out at New York in 1862 there were several other ferryboats then, namely, the Commadore Hull, the Commadore Macdonough and the Commadore Perry, of which latter Lieutenant Charles W. Flusser was killed by his own shell when the Morris was in action at the Battle of Monitor and Merrimack, and which latterly the Morris was used as a tug.

The Hull, with Lieutenant-Commander William G. Saltzman commanding, grounded near Newbern, N. C., and received over 100 cannon shot through her house without damage to machinery or steam drum. Her crew lay flat on the deck and shot passed over them. The deck and the hull were a mass of shrapnel. The Hull was a fine ship, and could not depress their guns. These ferryboats were most useful in river better than the "double enders" after ward specially built. We carried at one time about seventy horses and mules, and a number of soldiers, hundreds of contrabands, etc., on the old Morris. The Macdonough did not have a deck, and she was used as a tug. She was on her last trip up from Fortress Monroe to New York. Three of her old officers of 1862 are known to me now. The old Morris was a fine ship, and which William H. Cushing commanded in a fight at the Merrimack and which was in the Merrimack under command of Lieutenant-Commander Joseph E. Foxworth of the old type.

I would like some mementos of the old Morris. Nothing large, like an eyebolt or davit, but, say, a swinging candleholder of brass which was in use on her.

**OLD BOYCOTT ON COFFEE.**  
An Aroused People Brought the Maracabo Magnates to Their Knees.

TO THE EDITOR OF THE SUN:—Sir, About thirty years ago nearly every family, including public houses and the Maracabo coffee. The demand for that brand of coffee was so great that the coffee lords increased the price of Maracabo coffee from 25 to 40 cents a pound.

The Knights of Labor, headed by "Science Powderly," boycotted Maracabo coffee for that time, and the price of the whole country joined the boycott. Before the thirty days had expired Maracabo coffee sold at retail for 28 cents a pound. If the people stick together for thirty days they can knock spots out of high prices.

These pies, for instance, a few years ago you could buy a big slice for a nickel. Today a pie is carved up into seven pieces, five cents a bite, and it looks so weak for the want of stuffing it is a shame to eat it. If the housewives will get the ramblers from home to boycott pie for thirty days, the ramblers will be out of the States will help to boycott eggs and all other high priced foods.

**DANGERS OF BROADWAY.**  
Should the Steepest Cars Be Consigned to the Scrap Heap?

TO THE EDITOR OF THE SUN:—Sir, Now that Broadway is soon to be repaved the hideous steep cars should be removed from this prominent thoroughfare and replaced with the type of car used on Madison avenue, for these reasons:

on the Nassau road and Elizabeth river, but at night usually near the shore light about Newport News where the first Monitor, the Minnesota and other heavy ships there. On March 24, 1862, she went to York River and relieved the Mahaska. Lieutenant-Commander Gillis, becoming senior officer present, the Wilmington and the Morris, which form the York, going to the north, the Morris, and drawing I think about seven feet of water. She was also in all the small rivers running into the Chesapeake Bay and also up the Potomac River. In August after two of our gunboats which the Morris took at the mouth of the river, she was somewhere above Urbana, as we discovered. I was ordered detached in August, 1863, and later was ordered to the U. S. S. Pequot, a propeller built at the Charleston navy yard, and was on the Wilmington blockade the following winter and spring in the Chesapeake. I went up the James River at the head of the Butler expedition. The Commadore Morris led off and passed over a mine in Turkey Bend. It was exploded under the Commadore Jones, which followed her, and the Jones went all to pieces, all the officers and men on board and hurricane decks were burned. I picked up eight coal heavers and firemen who were on the flat bottom of the fireroom and were thrown out stunned but not hurt, and I had them in the Pequot's crew afterward. During the summer the Commadore Morris was on duty picketing about Turkey Bend one day, in company with the Pequot, fought an artillery battle with the north side. The Morris received a shot in her magazine that passed through a barrel of powder without exploding it.

I lost sight of her after that and did not know she was "alive" until now. Her officers in 1864 were a different lot than in 1862, and so far as I know none of my then shipmates are now living. John R. Carmody, who was clerk on the Morris, was when last heard from, a retired paymaster of the navy, living in Washington. When I fitted out at New York in 1862 there were several other ferryboats then, namely, the Commadore Hull, the Commadore Macdonough and the Commadore Perry, of which latter Lieutenant Charles W. Flusser was killed by his own shell when the Morris was in action at the Battle of Monitor and Merrimack, and which latterly the Morris was used as a tug.

The Hull, with Lieutenant-Commander William G. Saltzman commanding, grounded near Newbern, N. C., and received over 100 cannon shot through her house without damage to machinery or steam drum. Her crew lay flat on the deck and shot passed over them. The deck and the hull were a mass of shrapnel. The Hull was a fine ship, and could not depress their guns. These ferryboats were most useful in river better than the "double enders" after ward specially built. We carried at one time about seventy horses and mules, and a number of soldiers, hundreds of contrabands, etc., on the old Morris. The Macdonough did not have a deck, and she was used as a tug. She was on her last trip up from Fortress Monroe to New York. Three of her old officers of 1862 are known to me now. The old Morris was a fine ship, and which William H. Cushing commanded in a fight at the Merrimack and which was in the Merrimack under command of Lieutenant-Commander Joseph E. Foxworth of the old type.

I would like some mementos of the old Morris. Nothing large, like an eyebolt or davit, but, say, a swinging candleholder of brass which was in use on her.

**THE FARMER'S HIRE.**  
It Goes to the Munition Factories and Still Farming Pays.

TO THE EDITOR OF THE SUN:—Sir, The majority of farmers now want a man to work from daylight till midnight for a dollar a month and his board. What can blame the farmers for going into mills and factories for good wages and a limited day? H. S. Powell of Utica, in his letter to you, says that he came the large demand for labor in the mills and factories of the cities, with the State a short crop for 1916. Come up State as I can find out the crop was as far as I can find out the crop was as far as I can find out the crop was as far as I can find out the